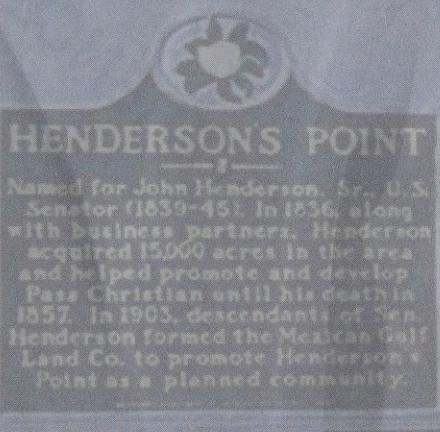


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# Henderson's Point

by  
Dan Ellis

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# Henderson's Point

by  
Dan Ellis

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March 21, 2001

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## Ceremonials

Marlin Ladner, Supervisor

## Gratitude

Billy Bourdin, Jim Sager, Avery Allen, Frank Simmons, Annie Pagano, Dewayne Mallini, and  
White Lightnin'

*and to John Henderson and his descendants past and present:*

Harriet H. Kube  
2545 Terwilliger Blvd #929  
Portland OR 97201

Emily Breeden  
1616 Goldcrest Ave N.W.  
Salem, OR 97304

Dr. Rhoda M. Love  
393 Fulvue Drive  
Eugene, OR 97405

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# The Story of Henderson's Point

*Researched and Prepared by Dan Ellis*

## Henderson's Point

Beginning in 1836, John Henderson, Sr., was one of three of the original large land holders of much of the Pass Christian peninsula. The Combine owned lands that extended from the Bay of St. Louis eastward to the middle of present day Long Beach. Within a few years after the dissolution of that partnership, Henderson began trading out his holdings in order to aggregate them within the lengthy expanse from the Bay to Donlin Avenue, excluding the center of town district.

John Sr.'s son, Elliot, like his father, became an ardent promoter of Pass Christian as is indicated by the many sales transactions in Harrison County Deed Records.

Along with Elliot, in 1903, John Leland Henderson, Secretary of the Mexican Gulf Land Co. advertised the benefits for the sale of lands in what was the vastly unsettled Henderson's Point. "Leland" lived in Bay St. Louis while his uncle, Elliot Henderson, lived in Pass Christian and served as the company's president.

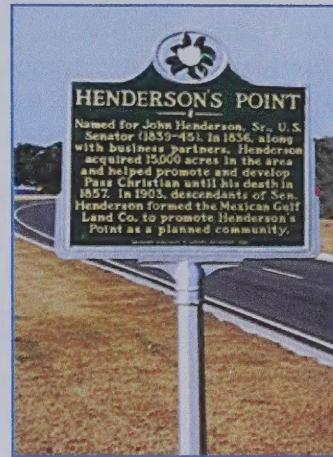
They promoted the area as the only remaining undeveloped tract of land between New Orleans and Mobile with immediate access to rail transportation. Henderson's Point was described as having 15,000 beachfront feet along the Bay of St. Louis with new wide streets being planned, including plenty of parks, and regular street blocks composed of large lots. An anchorage basin would be dredged for boat harborage adjoining a proposed club house including a street car line that would extend to Pass Christian and which would provide transportation to Gulfport and Biloxi. Leland promised that it would be a planned community.

Following a Hurricane in 1906, and other setbacks, the Henderson dream of growth and promotion had slowed to a halt. Elliot died in 1913, at age 80, and John Leland Henderson had returned to Oregon. Elliot had no children, so he deeded his vast holdings to the Hewes Boys of Gulfport, who were nephews of his wife, Fanny Hewes, who followed him in death a few months later.

In mid-1926, a \$6,000,000 – 1400-acre development of Henderson Point again came alive, and was named Pass Christian Isles. Seven miles of canals and lagoons were dug while dredging filled in the few low points along the expanse of the Bay shoreline to a minimum height of 12-feet above sea level.

Just a few hundred feet north of the Louisville and Nashville railroad track, a large yacht harbor basin was dug and dredged. The several hundred-foot-square basin connected with the Bay of St. Louis on the west with the series of inland lagoons and waterways. (This is part of the waterway infrastructure that the "Sylvester Pagano Bridge" crosses.)

Opposite the Harbor (at Bay View), a million-dollar plaza was envisioned as a new hub for commercial businesses that were proposed to be built in a Mediterranean style of architecture. (Bradley's was the first of two structures that was completed at that time.)





The Pass Christian Isles Company was also in process of negotiating with investors to build a first class resort hotel that would be located on the beach some distance away. (The reality of these plans was the *Inn-by-the-Sea* which carried through with the Mediterranean motif.)

There was a modicum of success, but once more economic failures occurred with the arrival of the Great Depression of the 1930's – followed by bankruptcy.

It wasn't until 1946, that the Wallace C. Walker land Company bought it from the Canal Bank. He set up Sunset Realty which, re-surveyed the land, modified the plats, and sub-divided the area into Henderson Heights and Pass Christian Isles, and aggressively promoted home sites and lot sales. An 18-hole Golf Course was constructed and was spun off to the PCI Golf Club in 1952. The large area north of Boisdore (Mallini) Bayou was also spun off to other developers and became Timber Ridge.

There were more than just a few attempts by the City of Pass Christian to annex Henderson Point and the Isles, all of which failed. In 1953, The Henderson Point – Pass Christian Isles Civic Association was formed and through the years developed its own Sheriff's Auxiliary force and the Henderson Point Fire Department. The area added its own Water and Sewerage District and built a building on the Bay which provides administrative offices and meeting facilities for the Association, Water District, and local community groups. Many local folks jokingly call it the "Henderson Point Yacht Club."

### **John Henderson, Sr. (1795 – September 15, 1857)**

John Henderson, Sr. was born in 1795 at Bridgetown, NJ and died at Pass Christian on September 16, 1857. His father was a Scotsman, and his mother died while he was still a child. It was through his own efforts that he obtained much of his education. As a young man, he became engaged in river trading and flat boating on the Mississippi River. After reading books by Blackstone, he became interested in law and later entered law school in Cincinnati, Ohio. Following his receiving a law degree, his first wife died, and with his son, John Henderson, Jr., he moved to Natchez.

They later settled in Woodville, Wilkinson County, Mississippi, where he soon became famous as a pleader and orator, which gained him national fame. At Woodville, he married a second time, to the Mrs. Louisa A. Post, nee Fourniquet, and adopted her daughter, Julia. By that marriage, there was a son, Elliot.

John Sr. became a state senator from Wilkinson County during 1835-1836, and after he moved to Pass Christian, he was elected to the U.S. Senate in March 1839 to serve a 6-year term during which he received great acclaim. Daniel Webster stated that Henderson was the greatest land lawyer in the United States. As a member of the Mississippi State Militia, he was Brigadier General and was often referred to as General Henderson rather than Senator.

As a firm believer in the doctrine of "Manifest Destiny," he, along with Mississippi Governor Quitman, favored Texas annexation, the War with Mexico, and the freeing of Cuba. They were instrumental in planning and financing the failed Francisco Lopez Expedition to Cuba. Both, Robert E. Lee and Jefferson Davis had previously refused the offer to lead the expeditionary forces against the Spanish. Because the Federal government did not sanction those actions, Henderson and Quitman were arrested and brought to trial by the U.S. Government, but they were acquitted. When Henderson was arrested, he was tried in New Orleans where he represented himself in his successful acquittal.



In 1836, a real estate combine known as Shipman, Hughes, and Henderson acquired all of the vast Pass Christian area, consisting of nearly 15,000 acres purchased from the widow of Edward Livingston for \$20,000. In 1837, John Sr. moved to Pass Christian and established his residence at Henderson's Point. In 1838, the Shipman, Hughes, and Henderson Realty combine broke up and in the process, the land distributions were reshuffled, resulting in John Henderson aggregating his land ownership in the western part of the Pass Christian peninsula.

Henderson was a significant and active developer of lands and an avid promoter of the new town of Pass Christian throughout his years. He frequently invited famous dignitaries to his family home – such as John C. Calhoun, Henry Clay, and Jefferson Davis. He granted lands to the Episcopal Church and provided the lands for Live Oak Cemetery. In researching his land sales in recorded Deed Books, he often drew platted maps of the property he was transferring.

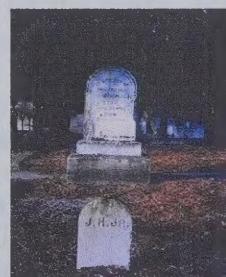
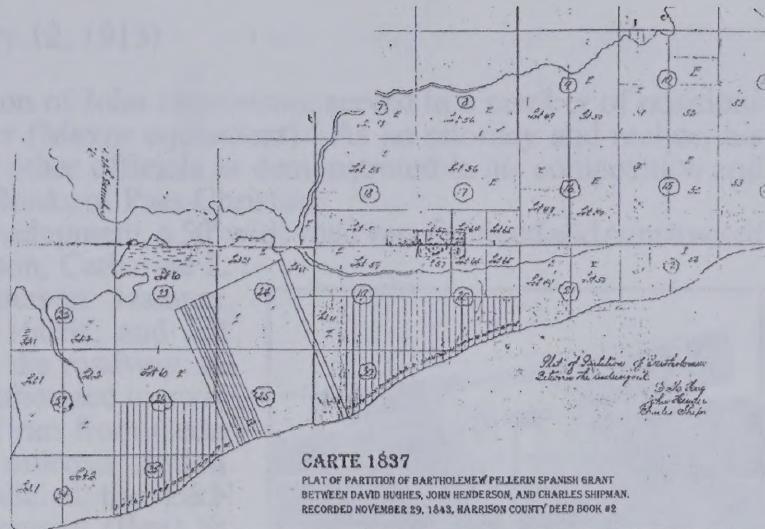
### John Henderson, Jr. (June 20, 1821 to September 13, 1866)

John Henderson, Jr., married Catharine Leland, (1818-1908) daughter of Judge Sherman Leland of Roxbury, Massachusetts, and had two children: John Leland Henderson, born March 11, 1851, and Louis Fourniquet Henderson, born September 17, 1853. For reasons of his wife's health, she and the two boys moved to North Fork on the White River in Arkansas. With deteriorating health they joined John Jr. at New Orleans. Mrs Henderson later moved to Summit, Mississippi in 1861, again for health reasons and also to escape the rigors of the Civil War.

While practicing law in New Orleans, John Jr. was killed during the Canal Street white citizens riot against Northern Carpetbaggers in 1866.

Apparently, John Jr. had a falling out with his father, since a greater portion of the estate was given to John Sr.'s youngest son, Elliot, and it was to Catharine, "Kate," John Jr.'s wife, who was awarded his inheritance that was executed by John Sr.'s Will. He clearly stated regarding John, Jr., "*his improvidence in one way or other proving him to be an unsafe trustee of property.*" (See 1858 Map distribution)

John Jr.'s widow, Catharine, moved to Boston, then Vermont, then to Ithaca, NY where the two boys, John Leland and Louis, aged 17 and 15, entered Cornell College in 1869. John Leland Henderson remained for two years and moved to Oregon – while Louis Fourniquet Henderson remained to graduate in 1874, and together with his mother, followed John Leland to Eugene, Oregon.



In the Live Oak cemetery plat set aside for the Hendersons is that of John Henderson, Jr with a smaller stone in front of the larger one.



## Elliot Henderson (1833 – February 12, 1913)

Elliot Henderson, younger son of John Henderson, served in a number of positions including councilman and Recorder (Mayor equivalent). As an attorney and realtor, his literacy level was better than many other officials as demonstrated in his composition and hand writing as read from Minute Books of Pass Christian.

In support of progress and development, a 50' wide road was financed and constructed by John Henderson, Elliot Henderson, Catharine L. Henderson, Mrs. Julia P. Henderson Hamner, McGinty, Lawrence Fallon, L.L. Harris, and J.P. Homer. By the ordinance creating the roadway, all West End property owners were authorized to swap the old road for the new road that ran from Cedar Street to the West End Depot railroad station. The new road adjoined and paralleled the L&N railroad tracks which became known as (Bay) St. Louis Street (and was later changed to Everett Street).

At that time, the L&N railroad right-of-way and tracks covered a distance of four miles inclusive within the City boundaries from east to west. The railroad company was the largest assessed property in the amount of \$41,000, which included the main Depot between Davis and Fleitas, and station stops at the West End and at the East End.

There were a number of springs or streams that ran north and south as evident from the frequent public works services and repairs to bridges that were located along the Back Road, now Second Street, or over the streams that passed through (Bay) St. Louis Street.

Probably to reduce road rage, a special ordinance was passed in 1881, requiring vehicular traffic to remain in the driver's right hand side of the road or be subject to a fine of one dollar, and further, that night drivers maintain a lighted lantern on the left side of their cart or carriage.

Elliot Henderson was elected Recorder (Mayor) in the election of Tuesday, August 31, 1878, for a two-year term and re-elected in 1880.

A Beautification Ordinance was passed on November 11, 1887, requiring all property owners on Front Street, from Elliot Henderson's residence at the West End to the farthest extent of the eastern boundary. The purpose was to plant evergreen trees on the north side of the street along the edge of the sidewalk – not less than 20-feet apart, nor more than 30-feet.

In February 1890, the West End Artesian Well Company was formed by John H. Lang, Nicolas Bohn, Denis Amiel, Nicholas Buchert, Laurence C. Fallon, Samuel F. Heaslip, and Joseph Lewis. They proposed to provide pure water to the West End of Pass Christian by digging a well on the beach side of Front Street at the foot of Magnolia Street and to lay pipe along Front Street from Henderson Avenue to Fallon's residence. The City Council approved the proposal providing that public drinking water fountains be placed at Henderson Avenue and at Magnolia Avenue along Front Street.

Elliot, like his father John Henderson, Sr., early on showed an aggressive interest in business development and land sales promotion. As an attorney, he followed in John Sr.'s footsteps. He served as Mayor in 1878 and 1880, and served two terms as a State Senator in 1882 and 1884. He continued promotion of the area and in 1903, with his nephew John Leland Henderson, formed the Mexican Gulf Co. which platted and promoted sales of the vast area then known as Henderson's Point extending from the Gulf to Bayou Boisdore; west of Fort Henry at the southwest and west of Cedar Avenue north of the railroad tracks.



*Henderson Point Station*



Elliot and his wife, Fanny G. Hewes of New Orleans, have gravestone markers that are side-by-side in Live Oak Cemetery in Pass Christian. Elliot died on February 12, 1913, at age 80, and Fanny followed soon after his death on August 29, 1913, at age 77. Without children, they deeded their properties to Fanny's nephews, the Hewes boys: Newton H., Frederick S., William H., Francis G., George P., Henry L., and Finley B. Hewes.

In a 1976 interview, Tom Parker remembered that "Old Man Elliot" always wore a high silk hat and a full growth beard. Upon leaving the Pass Christian Bank, now the home of the PC Historical Society – Elliot would stop by former Louisiana Governor John Parker's house before going on to his home just west of the Cedar Grove in the vicinity of Vista Drive.



Henderson & Hart

### John Leland Henderson (1851 – 1927)

During the 1890s, John "Lee" Henderson and A.R. Hart were partners in a legal and realty firm offering abstract and estate services. Their office was located on the beach side of Front Street facing Main Street in Bay St. Louis across from the Hancock Bank. He was the grandson of Senator John Henderson and the nephew of Elliot, with whom he formed the Mexican Gulf Company in 1903. "Lee" Henderson was particularly proud of his swimming record for having swam a 16-mile distance, without rest or change of stroke, from Blake's Wharf at Waveland to Cat Island.

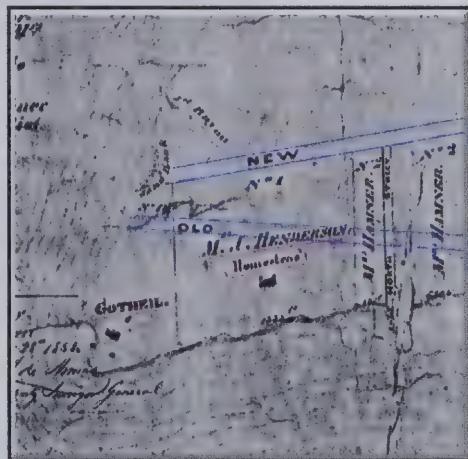
### Louis Fourniquet Henderson ((1853 – 1942)

Very little is known, here on the Coast, about John Leland Henderson's brother, Louis. However, still existing Henderson family descendants living in Oregon, saved Louis's Memoirs as composed before his death when he was in his late 70s. The following was written sometime around 1930, about his visit to John Henderson, Sr.'s home called "*The Homestead*."

○○○

"On reaching New Orleans (when 5 years old) we joined Father (John Henderson, Jr.), and all of us proceeded to my grandfather's home (JH, Sr.), just below Pass Christian, on Mississippi Sound. This estate, consisting of several square miles, was then called, "Henderson's Point," and is still so named on any large map of Mississippi. The house was a huge but delightful one, and was situated only a hundred yards from the Sound, and was hospitably opened at all seasons of the year to any friends of my father's or grandfather's.

It was no uncommon thing for dozens of ladies and gentlemen to ride down from Pass Christian the three or four mile to my grandfather's place, simply announcing when they arrived that they had come down for breakfast or lunch. This was by no means unusual in those southern homes before the war. It simply meant a scurrying around of the darky cooks in the kitchen, cooking biscuit, corn bread, and sweet potatoes, while a group of young muscular slaves was sent out into the Sound with a long seine to catch the early breakfast.



1858 Map showing the Henderson Homestead  
Old Avenue and New Avenue are shown



"Generally, in half an hour they had all the fish that a crowd of that size could consume, and the delicious breakfast was set upon the table always ending in black coffee and fruits of many kinds from my grandfather's own place.

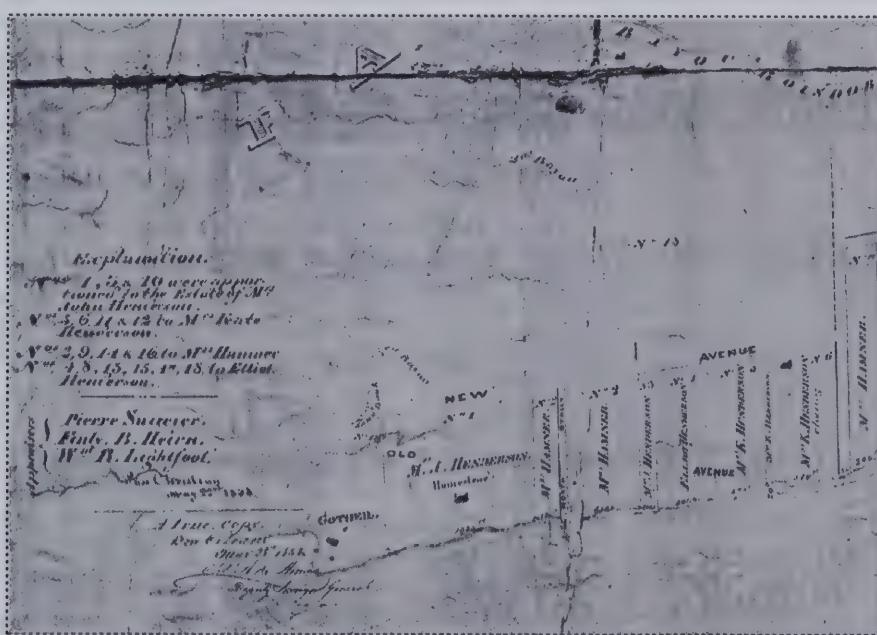
I remember once being taken by my uncle Elliot Henderson on a hunting trip after alligators. We were accompanied by a spry little dog, which seemed to the child a strange thing to take alligator hunting, but when we reached the lagoon, a mile or so away, I then saw his use. My uncle flung the dog into the lagoon in order for it to swim around to attract an alligator which would be shot in the head long before the dog swam back to shore."

### Harrison County Book of Wills

Book One, page 22, Estate of John Henderson, Sr. -- September 15, 1855  
Executor: Elliot Henderson

- To my Wife, Louisa Ann Henderson, one-fourth
- To my adopted daughter, Julia P. Hamner, one-fourth
- To my daughter-in-law, Kate, wife of John Henderson, one-fourth
- To my son Elliot, one-fourth

To my wife, the homestead, all household goods and 15 slaves  
All stocks divided equally among them  
All Remainder of Estate to Elliot



This Partition map of 5/22/1858, shows the distribution of Pass Christian lands between the heirs of John Henderson, Sr. Although all of the surviving descendants participated in selling some of their properties, most of the aggressive land sales were conducted by Elliot with some assistance by his uncles Louis and Edward Fourniquet. Both, of whom, were attorneys and active in the community, the origins of city and county governments, and in land sales. Later, Elliot's nephew, John Leland Henderson joined him in selling and promoting Henderson's Point (Henderson Heights and Pass Christian Isles, which included all of the Timber Ridge area.



## Fort Henry at Henderson's Point

Hidden in illusive books are found little snippets of past history events of Pass Christian. The following was written by the first general manager of the famed Mexican Gulf Hotel which opened its doors on June 16, 1883, and was destroyed by fire on January 8, 1917. The grand hotel was located at Davis and Beach avenues in downtown Pass Christian. Matthew Crawford described the following events regarding the origins of Fort Henry.

"General Sam Heaslip and Captain John Lang, also members of our club, were two of our most distinguished citizens. The General was Mayor of the town, extensively engaged in the sugar business in New Orleans and full of public spirit. John Lang was the major-domo of the town. He kept a livery stable, an express stable, he was undertaker, a real estate agent, a good deal of a politician, and a worthy citizen.

The War Department had determined to erect sea coast batteries along the Gulf Coast to any towns that they might select as advantageous. They offered, provided the community furnished the land, to equip and build the fortification. At a special meeting of the club, this matter was taken up and it was enthusiastically resolved that, we, as members of this club, would compete with neighboring towns for the honor of possessing a fortification all our own. A subscription list was started and in a short time the amount necessary to purchase a tract of ground was raised. Henderson's Point at the extreme end of the village, was the place selected. Word came from Washington that the Department had decided to accept our proposition and the necessary work was at once begun.

Major Rockwell an engineer of the army, shortly arrived and then we all got busy. A day was set for the inauguration of this colossal enterprise, the armament consisted of one old smooth, bore cannon that had probably seen service during the War of the Revolution. One of the militiamen remarked that "it was a sure enough cannon all right, although we never tested it for fear of its bursting and thereby causing us untold anguish, for we knew that the government would never replace it."

The fort was named in honor of Adjutant General William H. Henry of Brandon, Mississippi, a descendant of Patrick Henry, one of the signers of the Declaration of Independence. The Fort was constructed of clay with timber re-enforcement. It was equipped with 8-inch mortars backed up by two 10-inch Napoleon revolving cannons which were hauled in by the first eight-wheeled log wagons on the Coast.

Well then, everything being ready, the War Department ordered the regular troops stationed at New Orleans to attend the opening ceremonies. The famous Washington Artillery was sent by the State of Louisiana, as also Benham's Field Battery. Several militia companies from up the State were sent and when they arrived the town went crazy. The Washington Artillery brought with them the then famous Mexican band of sixty pieces: the regulars had a fine one also, and these, with the martial music of the fife and drums, enthused the negroes in such a manner that most of them immediately got drunk.

The hotel did its share to heighten the festivities. A Grand Ball was given in the house and a "fete champetre" with fire works was held on the lawn in front.





There never was before, nor, I believe since, seen so much patriotism, so much military splendor, and so much jollity as reigned in Pass Christian during the days and nights that the Carnival lasted.

All things must have an end. With the departure of the "soljers" we gradually relapsed to our accustomed dullness. The result of all this left us in possession of some officers appointed from the fact of our having a fortification in our midst. The name of this stronghold was *Fort Henry*. The favored gentlemen so signally honored were -- Sam'l Heaslip, Esq., who was appointed Brigadier General; John Lang, Esq., who by unheard of efforts, had raised a company of eleven men, including its officers, so, for this achievement, Lang was made Captain; and Charles Rhodes, another member of our club, who owned a general store in town, was commissioned Quartermaster.

The only thing remaining of the tremendous affair is the solitary cannon rusting on the embankment at Fort Henry. But it was a glorious time for Pass Christian while it lasted and well worth the money.

A condition made by the original purchasers of the property was that the Fort would have to be maintained for a period of three years by the military or the property would have to revert back to the owners (the Hendersons)."

The site of the Fort and the grounds made an ideal spot for a military encampment, affording the advantages of transportation, both by rail and by water, salt bathing for the soldiers, ample grounds for drilling and camping, and an abundance of pure artesian water easily obtainable. The fort construction was of clay re-enforced with heavy timbers.

The first company of State Militia to occupy Fort Henry was the Scranton (now Pascagoula) Rifles, under the command of Captain Ed Bloomfield. They had arrived during the Summer of 1886. Before they broke camp, Mississippi Governor Robert Lowry ordered the Scranton Rifles to fire a military salute over the grave of Col. J.J. Thornton whose grave was located in Live Oak Cemetery. Dr. Thornton had led the Sixth Mississippi Regiment through many bloody encounters during the Civil War.

In 1887, the State Militia went into encampment at the Fort under General Monroe, of Columbus and General Ricks of Yazoo City.

In 1888, the Washington Artillery of New Orleans occupied the grounds for several weeks, and later the same year, the Thornton Artillery of Pass Christian – and other bivouacs were held by the Valden Vitettes, that were followed by the Crystal Springs Rifles. With no further official assignments having been made, Captain John Lang of Pass Christian continued several encampments with the Thornton Artillery for maintenance drills.

After several years of false starts, the Fort went into disuse. In 1908, the cannons were destroyed with explosives and were sold for scrap. Some of the cannon mounts remained at the fort site as late as the mid-1940s. Even in its neglected condition, it remained for many years as a point of interest to tourists.

A Days Inn Motel (now razed), had a similar ending at the same place as a result of the new Highway 90 overpass at Henderson Point.

The remains of the Fort Henry ramparts including the Motel have been swallowed up.



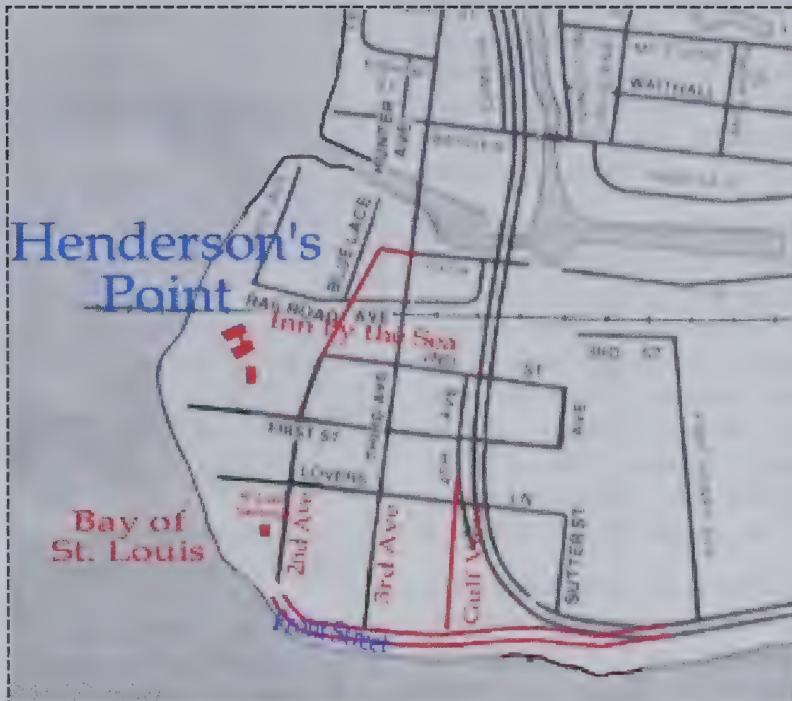


## Henderson's Point 1920s

In April, 1889, twenty-five property owners were assessed to provide the cost of opening a roadway from the western end of Front Road to continue to the Bay at the end of Henderson Point and cut northwards a short distance following the contour of the Bay. This continuation of Front Road along the beach can be seen in a Courthouse Map of the 1920s. A copy is shown herein, which is super-imposed on a current map where red shows the roadbeds as they were on the older map. A note was affixed to the map at the St. Luke's Sanitarium location reading "*Old Hotel Site.*"

As shown on a city map of 1925, the St. Luke Sanitarium was called Dr. Gallant's Hospital. Early resort hotels along the Coast were established as Health Spas and Sanitariums which is what St. Luke's had to have been, including the designation of the "*Old Hotel Site.*" Therefore, it must also be presumed, that Dr. Gallant also operated a health spa there.

Gulf View Avenue was the name for 4<sup>th</sup> Avenue in 1920, and Bayview Street was originally called 7<sup>th</sup> Street. Also, reported on 1920 maps was the name of "*Old Spanish Trail*" rather than Highway 90. The Old Spanish Trail name was due to a national promotion which resulted in an automobile cavalcade that departed from St. Augustine, Florida and ended in San Diego, California. The newly built, intercontinental highway, much of what is called the Old Hwy. 90, system today; was ceremonially named *Old Spanish Trail*, and has remained so in some communities such as Bay St. Louis and Slidell, where people believe that there was actually a Spanish Trail that existed along the Coast.



*Modifications superimposed on modern map in red and blue*



*Bradley's was built in 1920s  
Located on Gulfview at Bayview (Hwy 90)*



*Inn By The Sea*



## The Famous Inn-by-the-Sea

by Bonnie Hogan



The enchantment began as the tile-roofed stucco buildings came into view along old highway 90. It was easy to imagine that a magic carpet had whisked the car to a spot by a Mediterranean villa. Built along the crescent of white sand edging the sparkling waters of the bay, the Inn-by-the-Sea radiated luxury. Its main building thrust a bell tower skyward, accenting the southern European appearance. Cottages flanked the hotel, each pampering vacationers with arched windows and balconies facing the bay. The couple faced inward toward a lotus pond landscaped with palms and exotic tropical plants. Every building had a beautiful view from either side.

Here indeed was a luxurious resort, lovingly cared for by owners, Mr. and Mrs. I. T. Rhea, who had acquired Bacon's property in the early 1930's. It was a perfect vacation destination for people from New Orleans and beyond. The hotel boasted most contemporary amenities, and the view was spectacular enough to compensate for the rumbling trains that then, as now, periodically traversed the Bay of St. Louis on the swing-bridge trestle. A sailing vessel, "Queen of the Fleet," treated guests to occasional excursions into the Gulf.

Peering into the past, we read that in 1937 Mr. and Mrs. Rhea won a lawsuit against a Fort Walton lodging which sought to use the same name. The court decided that the Rheas "rightfully deserve the exclusive name of Inn-by-the Sea for the reason that they

bought it, and they conduct it in all respects as a high tone resort hotel." High tone, WOW!

Also in 1937, the Rheas found themselves on the defending side of litigation. They, along with the driver of the hotel station wagon, Cecil Davis, were sued by Captain John T. McDonald, president of the Oyster and Fisherman's Union and also of the Coast Bricklayers Union (a fascinating combination). Captain McDonald was a passenger in a car driven by Frank Englander when it was involved in a collision with the hotel vehicle at the corner of Church and Second Streets. McDonald sued for \$40,000 and, in a separate suit, Englander sued for half that amount. The Captain was awarded \$12,500, Englander nothing.

When the decision was made to replace the wooden highway bridge over the bay and relocate the highway, the Inn suffered. Not only was it now away from the highway, but construction noise and dirt damaged the premises. Too, war rumblings were increasing, dampening enthusiasm for care-free holidays. The Inn ceased operation just as peacetime was ending.

Early in 1942, the United States Navy acquired the Henderson Point site with all the hotel buildings for conversion to a training facility for United States Merchant Marine Academy cadets. The war had escalated the need for merchant vessels and crews. The Academy at Kings Point, New York was working feverishly to expedite training to

turn midshipmen into well-trained officers in as short a time as possible. A new base was required to teach the fundamentals necessary to prepare cadets for the sea duty phase of their training. Henderson Point was the ideal spot.

The Inn-by-the Sea was quickly transformed from a luxury resort to a plain vanilla training facility. Carpeting was removed and concrete floors painted dark red. Cottages were outfitted with two sets of bunk beds per room, where daily inspection would include the traditional coin-bounces on bunks and reprimands for specks of dirt that glared against the dark floors. A powder magazine can still be seen on the grounds.

In September, 1942, the War Shipping Administrator announced that the Pass Christian Basic Training School would open on November 15. Cadets inducted before that time were assigned to a temporary school in New Orleans.

Throughout the war years they came..young men armed with congressional appointments and a desire to serve their country. (and perhaps a desire to avoid being drafted into the infantry). Most of them were away from home for the first time and had never been on anything larger than a rowboat. They reported to a temporary school in New Orleans and the next day were taken to the L & N station to board the train for the coast, where the locomotive slowed as it crossed the bay and stopped at a platform that earlier had served the Inn. They got off to enter a new world.

The young men had been sent a list of basic personal items to bring with them. It sounded like the list for summer camp...underwear, stockings, black bluchers, three dress white shirts with detachable collars, a pair each of grey suede dress white gloves. The cadets were issued shirts and jeans on arrival.

A few days later, the cadets were summoned to the main hall where a company of tailors from New Orleans stores awaited them and were measured from top to bottom. A few days later the tailors returned to issue each cadet a dress uniform of navy



wool, dress whites and dress khakis, shirts and trousers, and dress and overseas caps. If any garment did not fit exactly it went back for alterations.

Discipline is the most vital quality instilled in any military-type training, and soon the cadets were drilled into precise marching units. Their classroom hours included ship nomenclature, basic seamanship, elementary ship construction and identification of friendly and enemy ships and aircraft. They learned safety, abandon ship procedures and basic ship handling, and were taken to a Navy base to learn how to use 20 mm and .50 caliber guns.

When World War II broke out, yacht owners were asked to donate or loan their vessels to the Navy for training purposes. One such craft, a 60-footer, took cadets, twenty at a time, into the Gulf for some hands-on experience.

Cadets with no demerits during the week were given weekend passes to explore the area, until the 11 p.m. curfew.

Crews on merchant ships were composed of deck officers and seamen, and engineering officers with firemen, wipers and oilers. Cadets could request deck or engineering duty, but not choice of ship type.

When basic training was completed, the neophyte sailors were given short leaves before reporting to their assigned ships. The sea tour, which included studies and written reports, was supposed to be six months, but voyages frequently took longer than that.

The basic school continued to make officers out of 18 year olds throughout the war years. The hurricane of 1947 severely damaged the complex. When closure was threatened, Senator John Stennis engineered a \$600,000 congressional appropriation and

the school stayed open and was considerably improved.

Two years later, the Senator again obtained funding, this time to train able-bodied seamen at Kings Point and Henderson Point. But soon all merchant marine training was consolidated at Kings Point. In 1952 a new 4-year liberal arts college was chartered and incorporated as Keble College. The trustees negotiated a 1-year lease with the Navy, but after a year the college folded.

In February, 1958, coast mayors decided to purchase the property from the Navy and start a publicly-supported junior college on the site. The plan fell victim to politics, and the land was transferred to the General Services Administration and declared surplus.

The property was divided into 7 parcels, and included 900 feet of bay front beach. Top bidder with \$450,000 for the entire site was The Mississippi Baptist Convention Board. The total of parcel bids was the same by two individuals and their sisters.

The Baptists were a determined bunch, and in later acquisitions obtained the property for its Mississippi Baptist Assembly. On February 21, 1960 each church held a special offering to renovate the former USMMA school.

Camille in 1969 took what was left of the Inn-by-the Sea, and then the next year the Baptist Convention Board agreed to spend \$2,500,000 to build a multistory center on the property, of which \$500,000 came from insurance. Some other buildings were constructed later.

And there ends the saga of Henderson Point and the Inn-by-the Sea.



A number of local men trained at Henderson Point during the war--Buddy DeMetz, Jack Lang and others, including the future husband of the author, Roy Harmon Hogan, Jr. of Little Rock, Arkansas, pictured above in a basic training photo.



## U.S. Merchant Marine Cadet Basic School



The Monument and Plaque shown in the bottom photo were placed by the New Orleans Unit of the Retired Merchant Marines. It is located at the front of the Administration building of the Gulfshore Baptist Assembly. The plaque inscription is shown at right.



THESE GROUNDS, FROM SEPTEMBER 16, 1942  
TO MARCH 21, 1950, WERE THE SITE OF THE  
PASS CHRISTIAN  
UNITED STATES MERCHANT MARINES  
CADET CORPS BASIC SCHOOL  
FROM HERE AND THE SISTER SCHOOL AT SAN  
MATEO,  
CALIFORNIA, OVER 6000 UNDERGRADUATES OF  
THE  
US MERCHANT MARINE ACADEMY AT KINGS  
POINT,  
NEW YORK, WENT TO SEA IN WAR AND PEACE.

TO THESE CADETS WHO IN THE COURSE OF  
THEIR TRAINING OR SUBSEQUENT SERVICE,  
GAVE THEIR LIVES FOR OUR COUNTRY,  
THIS MONUMENT IS RESPECTFULLY DEDICATED.



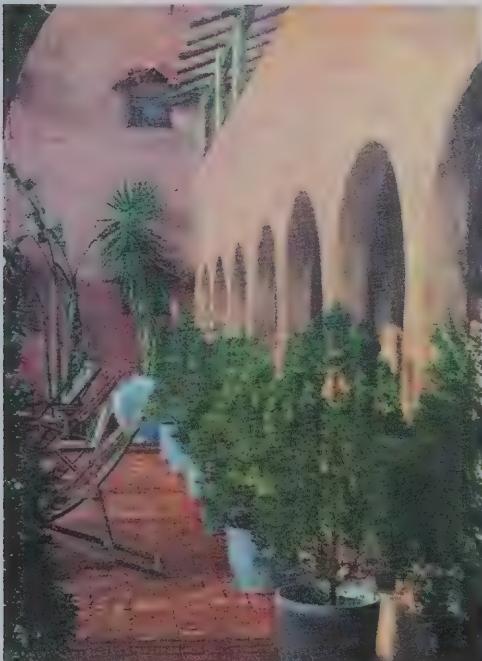
# **Inn by the Sea — Colorama**



Inn by the Sea advertisements promoted itself as a Delightful Inn with adjoining cottages among the pines and moss-hung Live oaks — located beside the Emerald waters of the Gulf of Mexico and Open everyday of the year.

The Inn was architecturally designed along the lines of a typical Spanish Mission. It was laid out in a crescent shape that followed the course of the Bay shoreline — around which it was located. The main building was long and rambling, with low arched doorways and heavy hand-hewn doors that were adorned with wrought iron fittings. There were adobe colored high double arched galleries, cloistered ways, railed balconies, and fan-shaped windows — some with wrought iron guard grills. There were also private cottages.

The Inn guest rooms had large comfortable country-estate style bedrooms with large, welcoming fireplaces and finely appointed bathrooms with built-in tubs and pedestal basins.

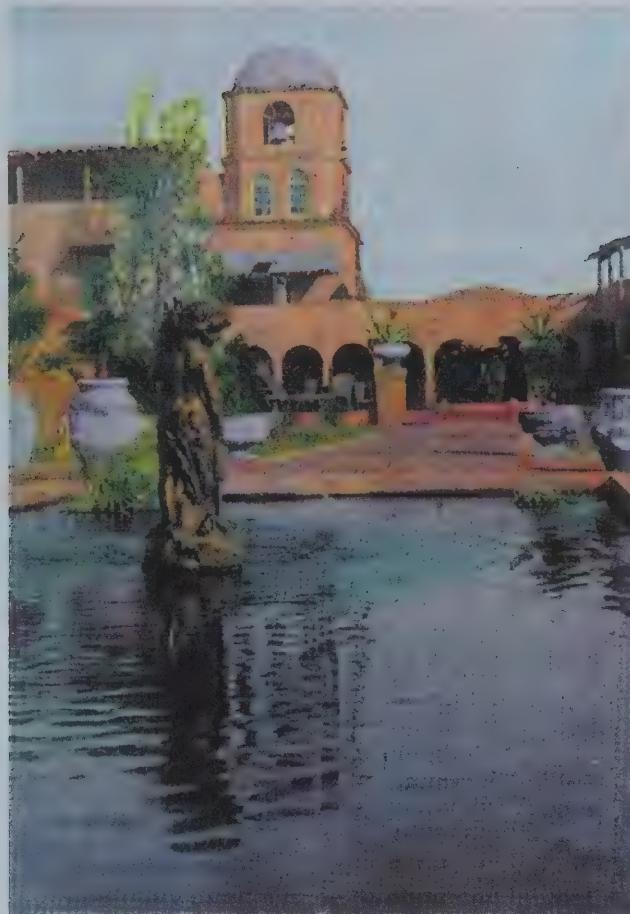


*A Cloister looking into the Sea Court*



*Bedroom Balconies and Tower Gallery*





*Looking at the Bell Tower and Wading Pool from the Beach.*



*One of the many courtyard gardens.*

There were wall-fountains and well heads, unexpected nooks and corners, and winding stairways. And, there were flagged courtyards and patios – rampant with semi-tropical flowers and shrubs – And, everywhere – exotic birds of every variety and color – flamingos, peacocks, parrots, and more.

Fresh fruit and vegetables, chickens, ducks and turkey, fresh fish and seafood just caught from the abounding waters was prepared by imported chefs and served by professional servants.



*View from a gallery of the Beach Promenade*

The hard white sand beach extended to the green, rolling grounds of the Inn.

At the beachside, wading and swimming in the healthy salt waters was a daily quest.

From the Promenade deck out onto the landing pier were schooners waiting to take the guests for a sail or a deep water fishing trip.



## The Early Malini Family

The earliest Mallini was Philip Malini. Courthouse records show him owning several tracts of land at least as early as 1874, meaning that he could have settled even before 1870 at his homestead along Bayou Portage. He later acquired property from Elliot Henderson and built a two-story residence on a large tract bordering Bayou Boisdore.

In reviewing these records it is apparent that Philip Malini had established his Mill Site on a narrow strip of land bordered by the Bay of St. Louis on the west and a large Mill Pond on the east. His Mill Pond would be the same large area of water that is shown on Timber Ridge maps as the "Marina" at Treasure Point – located near the mouth of Bayou Boisdore (sometimes called Mallini Bayou).

In 1898, Philip conveyed to his nephew, Sylvester Mallini, the Graboto property measuring 150' by 214' which was located southwest of his larger estate on Bayou Boisdore. —And, in 1900, he conveyed again to Sylvester what may have been the last of his properties which measured approximately 700' by 500'. He also conveyed all of his stock and cattle, household effects, and all of his shipyard fixtures, tools, and boats.

In 1911, Silvain Mallini, another name meaning Sylvan or Sylvester, purchased a large section on Bayou Portage near the opening to the Bay of St. Louis. This site description appears to be in the current area of Ridgewood, Dogwood, and Ironwood streets of Timber Ridge.

In a 1970 interview, Tom Parker, son of former Louisiana Governor John Parker, in remembering the early 1900s, described Sylvan Malini as having captained his schooner, the *Wasp*, — and Joe Savola, Sylvan's brother-in-law, was a deck-hand. Parker also claimed that the lack of oak trees along Bayou Boisdore, meaning *Golden Woods*, was because all of the lumber was used in building boats at the ship yard. — And the bayou was later, and sometimes now, called Mallini Bayou.

Sylvan produced eight sons and two daughters by his wife. The boys were named Lawrence, Phillip, James, Grover, Buster, Thomas, Natalie, and Jacob. The girls were Mary Ann and Hilda.

Mary Ann Mallini married Sylvester Pagano, Sr. who began as a truck farmer and later had a grocery store in Pass Christian at Market and Second streets. When they moved to Henderson Point they were involved in several enterprises, one of which was the Circle Inn with a small dance floor and gas station – this burned down. While it was open, the Pagano children were "car hops" for the outside trade. The children also worked at a small stand alongside the Old Ferry Road where they sold cokes and 7-ups to passengers that boarded and got off the Ferry Boat.



*Mallini 2-story home located about 1000' from the Bay.*



## Sylvester Pagano's Henderson Point

Just before his death, as one of the oldest person's who lived at "The Point," Sylvester was honored in May 1958, by then Supervisor David LaRosa along with a large gathering of his family and long time friends. The cement bridge that crossed the Anchorage Canal near his Henderson Point home was dedicated as the "Sylvester Pagano Bridge." As part of the celebrations, he was awarded a copy of the County Supervisors' resolution in a large frame. Also, in his honor, his son Sylvester, Jr., had printed copies of a book compiled by Sylvester, Sr., entitled "*Papa's Cookbook*." It was a compilation of his favorite down-home recipes.



Recognized as a source of local histories and heritage, Nonnie DeBardeleben of the Pass Christian Isles, promoted the Third Avenue bridge naming for the longtime legend of the Point.

Before his death, Sylvester was prone to pass on oral histories of the Pass Christian area. When a child in 1928, his parents, Mary Ann Mallini and Sam Pagano moved from Pass Christian to Henderson Point. He remembered the building of the Harrison County levee system which began at the Point, and the Drackett Ferry boat which carried automobiles as well as passengers. The ferry also carried a band on top-side during weekends where the younger set could dance while crossing the Bay back and forth.



He also remembered the 1928 Labor Day dedications, that opened the wooden bridge which crossed from Henderson's Point to Bay St. Louis at deMontluzin Street. As a member of the Pass Christian Highschool football team, he would run the 2-mile length of the bridge to Bay St. Louis and back – just for exercise.

He bought his first automobile from the money he saved by tong raking oysters off the nearby reefs. He later operated a bait shop on the banks of the same canal that the bridge crossed. He married his wife Myrtle, and during World War II, joined the Coast Guard, where he received the rank of Chief within 15 months. In 1947, he acquired the property on the corner of Bay View and Third Street where he first opened a Hamburger stand. However, the 1947 Hurricane (called Emma by Weathermen) was just the first calamity of several that destroyed the buildings at that location. Upon its rebuilding it was later devastated by fire. With his electrical ingenuity and the resources of his carpenter brother, bigger and better shops were built following each devastation.



*Sylvester Pagano Bridge*

These businesses were the cornerstone of what today is *Annie's Restaurant* – an historic landmark operated by his sister, Annie Pagano Lutz.



## Annie's Restaurant at Henderson Point in Pass Christian



In 1928, Annie's Place opened as a drive-in, serving sandwiches and soda to the tourists who stopped off from the old wooden bridge that was then part of the link along Highway 90. It was opened and operated by "Big Annie" and her husband "Poppa Sam" Pagano.

In 1937, the son and daughter dancing team of Annie and Sylvester Pagano, were winners of the "Big Apple" and "Trucking" dance contest held at Uncle Charlie's Night Club in Bay St. Louis.

In 1939, the Drive-Inn was moved out of the street to the Pagano lot and underwent a major change with a stucco facade that replaced the original frame house. This was the same year that Annie Jacqueline Pagano graduated from St. Joseph High School in Pass Christian. As a present from her parents, she was given a graduation open-house and dance hosted at their Henderson Point restaurant.

By 1940, *Annie's* was well established, even after it had been destroyed by fire in 1932. Over the years, the restaurant suffered even more disasters -- by hurricanes that occurred in 1947, 1965, and again in 1969, when it took the brunt of the path of Camille.

In 1960, retired owner of Annie's Restaurant, Gaetano Sam Pagano, died. Having been born in Italy, Sam lived in Pass Christian for 50 years. He had two daughters, Mrs. Annie Lutz and Mrs. Catherine Luce, and two sons, Salvadore and Sylvester Pagano.

This was the same year that the restaurant underwent a complete renovation. Thayer Lutz, Annie's artist husband, took personal charge of the interior design using copper items in unique decor and installing bells throughout the premises, with the heavy ones placed in the patio garden.

Needless to say, each time disaster struck, Annie's was resurrected. When the debris from Hurricane Camille was cleared away and utilities restored, an on-site sandwich business was opened until other local food dispensers started operating. Then the Lutzes closed down to restore the main dining area and kitchen facilities. In the process, they expanded the dining areas to include the Garden Room, Sun Room, and the Cellar Door only to be struck once more with a calamitous fire in 1972. As if this wasn't enough, in 1980, a van ran through the dining room's front wall, causing the establishment to close down for two weeks of repairs.

Each time that the place was rebuilt, strong family ties were demonstrated as Annie's two brothers rolled up their sleeves and assisted in restoring the establishment.

In March 1978, Annie's Restaurant celebrated its 50 year anniversary, hosted by its principal operators; Annie, her husband Thayer Lutz, and her sister Catherine. This was a demonstration of their gratitude to the large family of coastal regulars that dined at *Annie's*. They had an open house celebration that was extended to their many regular guests.



In 1958, Vaughan Monroe, popular singer in movies and TV, had supper at Annie's Restaurant and he responded to requests for autographs. Throughout the years other celebrities included Robert Mitchum and Jane Russell.

Today, the large, modern restaurant is still uniquely decorated with copper barrels from breweries and copper cheese vats from dairies in the Midwest. The Lounge features seats made from copper vats and above the bar center is a huge copper vat that was brought in from Wisconsin. The main dining room has a ceiling shelf that is lined with hand carved painted duck decoys. In one of the dining rooms hangs wagon wheel chandeliers.

There are always several paintings, but in particular the ones that stand out are Santa Clause, Jesus Christ, and "Big Annie." The dining rooms have open fire places and all year long, strains of music add an ambiance of soulful comfort.

For years, the bells in the courtyard have pealed for many special or personal occasions. In particular they ring out the old year and ring in the new year. Birthdays, engagements, anniversaries, and even new babies are reason enough to hear the chimes and gongs issue forth from one or a cadre of the seven large bells that are assembled.

In revealing her lifestyle to a local reporter, she recounted that the restaurant has been her entire life. Starting as a young car-hop and even having met her artist husband Thayer Lutz, who stopped at the restaurant during a visit from Wisconsin.

*Annie's* is signaled as one of the most popular restaurants on the Coast. In the 50s it became famous for its Fried Chicken and Spaghetti which is still on the menu. Known for its charm, comfort, and good cooking, the menu lists exquisite cuisine with standard house specialties that include *Schmedje Shrimp Royal* and *Peggy's Beer Batter Shrimp*.

Annie Lutz operates more than a restaurant. It is a tradition manifested by stalwart courage and remembered service with sincere warmth towards its guests. As the sole operator today, Annie very seldom misses a day of work. Even though she has a dedicated staff of service personnel who have stayed their posts for many years, Annie makes her rounds in greeting her guests at each table, either to pass a story or just to welcome them and to acknowledge her gratitude for their continued patronage.

— And she is pleased to introduce her grandniece Nicky, who is often by her side.





## A Chronology of Henderson Point

Pass Christian was pioneered in 1699 by French-Canadian Pierre LeMoyne D'Iberville and his brother Bienville. Having made foraging probes from Ship Island into the waters of the bays of Biloxi, Pascagoula and Mobile, they sounded for passageway around Cat Island and entered the Bay of St. Louis in seeking the mouth of the Mississippi River.

Several of their entourage explored the Bay of St. Louis and penetrated the various water inlets flowing into it as they sought nearby Indians for more knowledge of the terrain. One of the early chroniclers was Andre Jean Penicaut, who arrived as an 18 year old ship's carpenter and whose *"Journals"* described the area around Bay St. Louis as being plentiful with buffalo, deer and bear. It was here that many hunting trips were made to secure food for the settlers in Old Biloxi and Mobile.

Jean Baptiste Saucier, a French-Canadian sergeant, frequently led small groups of soldiers and Canadians to make camp in the area during the early 1700s. Sometimes they stayed for several months when food supplies dwindled at the Coastal settlements as they awaited expected ship arrivals from France.

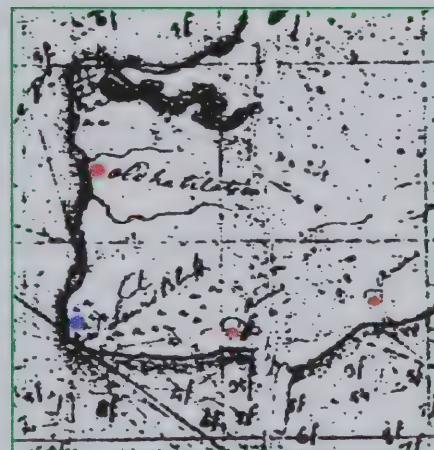
The area became well documented on maps by these early French discoverers and as time passed and Colonial governments changed, the English also sent their map-makers to the area. One of these was George Gauld, who completed his sketches in 1778. He encountered evidence of dwellings and old habitations in the Henderson Point – Pass Christian peninsula as well as large Indian shell mounds. As late as the early 1900s, some old residents of Bay St. Louis remember crossing the Bay to trade with Indians who sold their goods atop a high bluff at the southern point of the peninsula.

The oldest recorded owner who received French and English grants to the entire peninsula was Julia de La Brosse, often called the "Widow Asmar." Prior to her death, she deeded all of what is the downtown section of Pass Christian to her freed

slaves, Charles and Madelon Asmar. Following her death, Bartholomew Pellerin was granted the ownership by the Spanish regime of which he was a Military officer. With his wife, Josephine Labat, at New Orleans, they sold their ownership to Edward Livingston. Through his widow, all of the vast peninsula was sold to John Henderson, David Hughes, and Charles Shipmann.



1804 Map of Pellerin's Spanish Grant.  
Translates: 1: Part of Bay of St. Louis,  
2: Old Bayou Boisdore Road,  
3: Road to Bayou Portage  
4: Road to Bay of St. Louis



This 1778 English Map by Geo. Gauld shows dwelling ruins in Red and a large shell mound in blue at what was described as the Bluff.

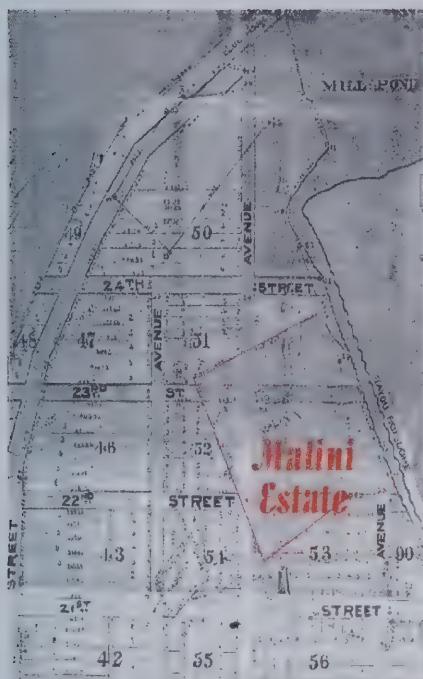


During the War of 1812, an American Troop encampment was bivouacked in the area. In 1850, the Census reported a U.S. Revenue Cutter with a crew of 23 mariners and sailors that were supposedly stationed on or near the Point. A geodetic map of 1860 shows the increased habitation in the area with roadways and with piers extending into the Mississippi Sound.

With the development of railroads, the New Orleans, Mobile and Chattanooga Railroad Company had its first run during the winter of 1869-70. The name was changed to New Orleans, Mobile and Texas, then New Orleans and Mobile. In 1877, it was taken over by the Louisville & Nashville Railroad Company.



1860's Map shows developed roads from the Point to the Pass. Also shown are some piers extending into the Sound.



Sylvan Mallini received the Malini Estate from his uncle Philip, who started the shipyard on Bayou Boisore. This is a Map by John Leland Henderson in 1904.

Elliot Henderson and his nephew, John Leland Henderson formed the Henderson's Point Development Company in 1903, promoting the idea for a large commercial area complete with hotels, restaurants, and retail outlets. They sold many lots and had built a large barn-like structure that was located at the southern tip. This structure was destroyed by the Hurricane of 1915.

Upon the death of Elliot Henderson, in 1913, the unsold portions of Henderson Point lands were deeded to his wife's nephews, the Hewes Boys who then lived in Gulfport.

In 1915, Horatio Weston, a prominent citizen of Hancock County, appeared before the Harrison County Board of Supervisors proposing that a road be built from the end of the beach road at Henderson Point to a point just north of the L&N road. Mr. Weston explained that a company had been organized to operate a ferry across the Bay of St. Louis, and the road would be necessary to insure the success of the venture. Several years later, the ferry began services.

In 1920, Bradley's restaurant and lounge was built to attract the young crowd from the "Pass". In the same year, the Ike Rhea family built the original "Inn by the Sea," which

was laid out Mediterranean style on a beautifully landscaped 75-acre park site. Within another year the Dracket Ferry from Bay St Louis began landing at Henderson Point. The ferry landing was located immediately north of the Railroad tracks. During evenings and Sunday afternoons, automobiles would park on the main deck of the ferry boat while the younger set would dance on the top deck listening to lively music.



As a result of storm damages and wave action erosion, it was necessary to provide continuous maintenance to the beach road. The first seawall sections were built in 1925, starting at Henderson Point, with a second bond issue raised in 1927, which was required to complete the 25½ miles from the Point to Biloxi.

The Hewes boys sold their land interests to the Pass Christian Isles Company in 1926. This company also dredged a few canals. Several years after, Deberah Hewes, a probable descendant of Elliot's wife, Fanny Hewes, stands between the twin pine trees that were once on the beach at the Point.

In 1928, the wooden bridge was built across the Bay from Bay St. Louis to Henderson Point linking Highway 90. It was constructed of wood planks covered with asphalt. During hot months such as August, a cigarette thrown from an auto would catch the bridge afire. It was commonly called the "*Bridge of Fire*" due to the frequency of flames which interrupted traffic flow. It was replaced in 1950, when the concrete bridge was completed.



*Aerial Map showing canals and road development by the Walker Land Company.*

Through the efforts of its citizens, the Henderson Point - Pass Christian Isles Civic Association was formed in 1953. The HP/PCI citizens have, over the years, developed their own Sheriff's Auxiliary force and the Henderson Point Fire Department. They have added their own Water and Sewerage District and have built a building on the Bay providing offices and a meeting facility for the Association and other community groups. The HP/PCI was ably headed by life-long citizen Gerald Roux from 1986 until his recent death.



*Deberah Hewes circa 1929 at the Point. She was a probable descendant of Fanny Hewes.*

Wallace Walker took over the defaulted Pass Christian Isles development company from the Canal Bank of New Orleans. He re-surveyed the land and sold off large parts to other developers including the Timber Ridge area and the Gulf Course. Prior to the Gulf Course in Timber Ridge, there was a half-mile straight-away horse racing track.

An aerial map of 1952, shows the seven miles of waterway canals and many roadways that had been developed by the various promoters through the years since Elliot and John Leland Henderson first put forth the idea.

## HP/PCI

The Point/Isles area, through the years has always been identified with being a part of Pass Christian and has benefitted from many amenities thereof. One principle advantage was the active support of the Pass Christian Volunteer Fire Department.





## Un-Annexable

There have been many attempts by the City of Pass Christian to annex the "Point", however unsuccessfully. If annexed, the "Pass", as a municipality, could benefit by the increased tax base with the prospect of even greater growth by future development of the yet undeveloped areas.

The first documented annexations were in 1912 and 1914 which were thwarted by the efforts of John H. Lang. Ordinances were also put forth and withdrawn in 1929 and 1936. Another attempt was in 1949 which also failed due to the resistance led by George Smith. Again, an attempt was issued in 1985 and was defeated at a cost of \$111,000 by the involved concern of the HP/PCI Association led by Gerald Roux as president. The last unsuccessful attempt was inaugurated in 1991, and defended at a cost of nearly \$150,000. The Peninsula as a whole, however, is composed of identical residential culture and interests with a common Public School District.

As of the year 2000, estimates reflect that the Point/Isles area is approximately 65% developed. With the passage of years, approximately 60% of the owners of the 575 housing units have become full time residents of Mississippi. The area now has more than 350 registered voters.

## The Commercial District

The primary intersection within the Point's commercial district is at Bayview and Third streets. Annie's is on the southeast corner and Mallini's Lounge is on the southwest corner. Mallini's is at the site of the former Benny French's.

West of Mallini's was the former Beachcomber Restaurant and Lounge. Across the street was a large area for use by bathers who waded in the waters of a beautiful sand beach.

These places, until the 1950s, derived most of their revenues from gambling. Each of them operated their own little indoor casinos. The former Beachcomber site is now the Pelican Cove Marina complex and further down at the end of Bayview Drive is the HP/Isles Association Building.

It was there that the old wooden bridge across the Bay entered upon old Hwy 90 (Bayview Street and before that, named 7<sup>th</sup> Street).



*Mallini's Point Lounge*



*Note: The signs on these 2 photos have been altered.*



## Nostalgia

Prior to 1950, before the new concrete Hwy 90 Bridge and the new double strips of highway system that traverses the Coast's beach shore – the old Highway 90 departed from Ulman Avenue in Bay St. Louis and crossed the old wooden bridge. The old bridge reached Henderson Point at Beachview Avenue continuing past Third Avenue to take a right turn at Gulfview Avenue (Fourth Avenue) to reach the Gulf as it does today, where the Village Inn condominiums are located. It continued on much as it does now – but when reaching Scenic Drive – followed along it. Scenic Drive was originally part of old Hwy 90 and was locally called Beach Avenue (or Front Street).

In Henderson Point, just across the street facing the new *Inn-By-The-Sea* condominiums, was a night club called *Point O Pines* that was operated by Hugh Fitzpatrick.

Prior to that, along the Old Ferry Road north of the railroad tracks at the Bay was Bill Lizana's place where he rented towels to bathers and offered rides on an Air Boat. Just a short distance from there, Sylvester Pagano's children sold cokes and 7-up to the transient and Ferry passenger trade.

Immediately next to Annie's, the Pagano's had first operated the Circle Inn which had a dance floor and a gas station that burned down. That site later became Cunningham's Motel, and across Bayview from



*Point Lumber Sales Office*

the motel, the Cunningham also operated a grocery and gas station – where the Point Lumber Company is today.

At the corner of Bayview Avenue and Hwy 90 was Gus Steven's Restaurant that also burned down and now continues as a vacant ground. Point Lumber is across from that site fronted by the Rainbow snowball stand.



*Rainbow Snoballs*

Driving south on Third Street across the Sylvester Pagano Bridge is the former Toca's Food Store – now the Point Market Store.





## Gulfshore Baptist Assembly

Gulfshore Baptist Assembly is owned and operated by the Mississippi Baptist Convention as a Cooperative Program project – providing training for, and promoting, the missionary, evangelistic, and educational work of the Convention.

The Administration building encompasses more than 171,000 square feet with sleeping accommodations for 520 persons, a large cafeteria style dining hall, and 26 classrooms. The 3-story complex has elevators and circular stairs as well as accommodations for wheel-chair bound guests.

One of the campus buildings includes a large 750-seat auditorium. A large pier extends out from the shoreline for fishing, boating, and swimming; and other recreational sports facilities include a multi-use playing area for ball-games, two tennis courts, an Olympic-size swimming pool; and a well equipped children's building with a separate playground area.

• • •

On November 7, 1958, as the auctioneers' organist played "*When the Saints Come Marching In*," the Baptist ministers placed their \$450,000 high bid that gave them control of 14 buildings as they were laid out on 24 acres – including the Olympic-size swimming pool.

"Gulfshore" opened on April 25, 1960. On September 9, 1965, Hurricane Betsy caused major damages. But, on August 17, 1969, Hurricane Camille reduced the campus to splinters and matted piles of rubble. Passing through years of determination to rebuild, it wasn't until May, 1976, that a budget of \$3,750,000 was approved for hurricane proof construction. During construction, in September 1976, the Gymnasium burned down as a result of a work crew using welding torches.

It wasn't until 9 years after Camille, that the new "Gulfshore" was dedicated on May 9, 1978. Through the years since Camille, as new catastrophes occurred, the Gulfshore Campus was not only revitalized, but it spread out and has been greatly enhanced.



*Administration, Guest Rooms, Dining, and Educational Center*



*1960's aerial photo of the Gulfshore Baptist Assembly Complex.*



*Recent Campus photo*



## Paradise Lost

In the early 1980s, a failing attempt to construct a marina south of the former ferry landing site was left incomplete and in disarray. Naked pilings and broken slabs are all that remain from a million-and-a-half dollar project that was stopped as a result of mis-management and faulty planning. After \$300,000 was spent, the project was cut short when the investing company was taken over by new owners.

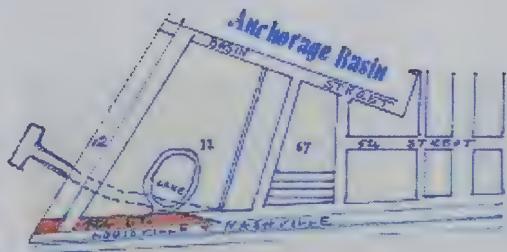
Paradise Marina now remains only as a symbolic heritage marker in the marshy beach area just north of the railroad tracks at Henderson Point.



Paradise Marina

## Old Ferry Road

In 1920, when the Drackett Ferry boat was commissioned, the ferry landing dock extended into the Bay from a road that was built by the Harrison County Board of Supervisors. In order to keep the landing clear from the railroad bridge, the road coursed northwestward from 4<sup>th</sup> Street which is now called Railroad Street. After several court battles by local land holders, the Old Ferry Road was finally closed in November 1939, with the opening and extensions of 4<sup>th</sup> Street and Front St. The lake that is shown, was one of two excavation lakes, one on each side of the railroad tracks. There were also streets on each side of the *Anchorage Basin* – both were named Basin Street. It is across that Basin Canal where the *Sylvester Pagano Bridge* now crosses.



In 1850, at the southwestern point of Henderson's Point, John Henderson sold 20 acres to James Robb of New Orleans for \$6000. The sale, and a plat map, shows that the area had already been developed – including several small dwellings and an east-west "Avenue" that is shown crossing the northern property boundary. Robb sold this property on December 17, 1856, to Josephine and Edward Gotheil for only \$2500.

Several other old maps show constructions indicating an "old hotel site," the "St. Luke Sanitarium," and later, a "Dr. Gallant's."

The current Murphy estate, called "*Pesquite*," probably overlays that area. The Murphy family has been very supportive of many local community endeavors. Of particular note, is Martha Murphy's early leadership in promoting the annual "Celebrate the Gulf" – a marine educational event held at the Pass Christian Harbor.





## Resort Condos and Apartments

### *The Village Condominiums*



### *Inn by the Sea Condominiums*



These resort apartments and condo rentals and purchases continue to bring new guests to visit the Gulf Coast. Both luxurious enterprises offer many amenities. The photo at right depicts a beautiful beachfront style of living and a wonderful view of the Sound.



## AutoWorld Facilities

Auto World is a nationally distributed Weekly Magazine. Data entry and composition takes place in their building located just north of the condominium complexes on Gulfview or Fourth Avenue as it was called.





## New Henderson Point Bridge

The new concrete overpass was completed for traffic in April 2000, the \$10.7 million dollar bridge had its groundbreaking in December 1997. The half-mile long steel reinforced concrete bridge, built by Boh Brothers, is 40-feet-tall at its highest point. Each of the two bridge spans, one for eastbound traffic and the other, for westbound vehicles, consists of two 12-foot wide lanes, a 5-foot-wide pedestrian walkway, a 10-foot shoulder on one side – and a 6-foot shoulder on the other.

It replaced the older – smaller and narrower bridge – that was built in 1937. This photo at right shows the old Tropical Inn Motel on the left and on the right at a distance, is the south side of Bradley's Restaurant and Lounge.



*New Overpass as seen from the Pagano Bridge*



*The old Bridge overpass was built in 1937, adjoining the Tropical Motel.*



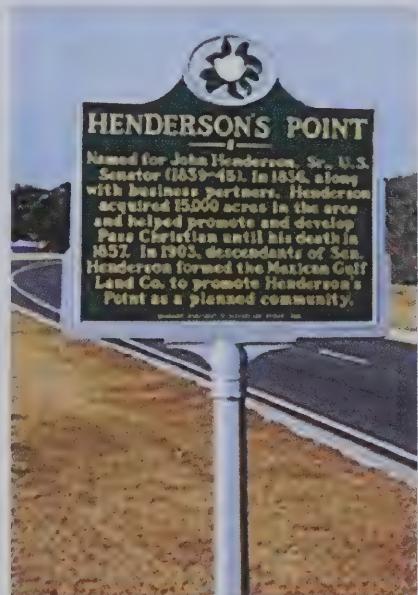
*The PCI Garden Club erected this sign at the entrance to the Isles.*



*This photo shows the original Henderson Marker that was located at Henderson Ave. and Hwy. 90 before Camille.*



*The Bridge Toll House was converted to a Gift Shop for use by local craft designers and other gifts.*



*New Historic Marker as dedicated on March 21, 2001.*



## Dan Ellis -- *Community Historicizer* *Lauder of Local Legacies*



Dan Ellis's presentation of historic facts is unique in its format. Historic data is arranged into chronological categories and themes complete with photographs, maps, and interviews. A reader can pick up one of his books and start reading from any page, because each segment is a different story. He says that he derived this format from when he was a history teacher and taught his students to learn how each episode in life is a separate story. His first meaningful book was written as a highschool teacher when charged by the school system to teach a course in "Americanism vs Communism." At that time, there was no text book, so he had to perform extensive research as well as to write the book.

As a pioneer in the early days of computers, Ellis was a principal in a company that sold time and services on a very large computer system. As his customers began installing their own computers, they would induce his computer operators and programmers to join their staff. This opened a new door for Ellis. He opened a training center for entry level personnel to fill computer positions in local businesses, hospitals, banks, and government facilities. In this endeavor, there were no text books, so Ellis created the training manuals in addition to drafting documentation for software programs. With the introduction of personal computers in the early 80s, Ellis once more took the challenge and revised his old text manuals to conform to training eager, novice executives and professionals seeking to install their own computer systems.

In 1990, Ellis established permanent residence at his weekend Pass Christian home. His interest in writing lead to publishing vignette columns in local newspapers. Upon writing his first histories, he realized the significant extent of misinformation. This resulted in his seeking primary source information from archival records in Mobile, Alabama; Jackson, Mississippi; New Orleans, Louisiana; and from local courthouses and churches.

Ellis's books are filled with treasured photographs and maps; and he takes special effort to seek out individuals, whether obscure or prominent, who can add a touch of personal experience by revealing anecdotal interviews.

Not being able to find a publisher, Ellis was determined to get his history books to the general public, so he learned to be a self-publisher and now distributes his history books through bookstores and gift shops. His first published book was on *Diamondhead* followed by "Pass Christian Discovered," "Bay St. Louis/Hancock Discovered," "Gulfport Discovered," "Kilm Kountry – Home of Brett Favre," "Slidell – Camellia City," "Pass Christian - Historic District." Pertaining to the whole Coast area, he has written "Mississippi Gulf Coast – a Panorama," "All About Camille – the Storm" and "Lighthouses and Islands – of the Gulf." He looks forward to writing other histories of those towns that do not have updated history books, such as D'Iberville, Ocean Springs, and Pascagoula in Mississippi and other West Florida communities in Louisiana.

As a Journalist, he has written columns in such periodicals as Citibusiness News in New Orleans, Coast Business, Gulf Coast Good News, and the Progress. He has been Editor of several News Letters such as the Mississippi AARP Quarterly, the Pass Christian Tricentennial, the Pass Christian Lighthouse Society, and currently the Timber Ridge Reporter in Pass Christian. He has also self published a number of topical Heritage Booklets.

Ellis's books sell for under \$20 and are computerized in order to enable easy updating and error corrections when found. He calls himself an *Historiographer and Scrutinier*, which simply translates to a "writer of history with authenticity." Dan Ellis may be contacted at 225 Fairway Drive, Pass Christian, MS, 39571 – 228-452-3138 – [danellis3@juno.com](mailto:danellis3@juno.com) – and a number of self-designed web sites can be found through his domain site at <http://danellis.net>.

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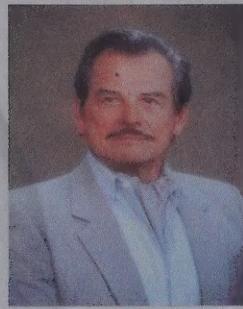


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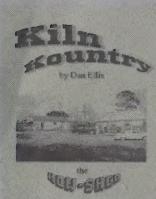
*Centolia City*



### HISTORY BOOKS



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